

Village and Barrio Master Plan
Summary of changes between
November 2015 and April 2016 drafts

Key			
Item	Reference	Page	Description of Change
	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	<p>The text here describes differences between the November 2015 and April 2016 drafts.</p>
<p><i>Note: This summary is not a comprehensive description of all revisions made and is meant to highlight significant changes only; if a section or portion of the master plan is not listed below, no significant change to it was made. For questions or comments about this summary or the draft master plan, email scott.donnell@carlsbadca.gov. The draft master plan is available at www.carlsbadca.gov/villagebarrio.</i></p>			
Table of Contents and Preface			
1	Table of Contents <ul style="list-style-type: none"> n/a (A) 	<ul style="list-style-type: none"> i.1 to i.4 (i.1 to i.6) 	<p>Streamlined overall table of contents: reduced number of items identified; changed to a simpler numbering format to identify Master Plan contents.</p> <p>Deleted table of contents that preceded each Master Plan chapter, including in the appendix.</p>
2	List of Figures, Tables and Charts <ul style="list-style-type: none"> n/a (n/a) 	<ul style="list-style-type: none"> i.5-i.6 (n/a) 	<p>Added this list, which was not provided in the November 2015 draft.</p>
3	Preface <ul style="list-style-type: none"> n/a (B.) 	<ul style="list-style-type: none"> i.8-i.9 	<p>Clarified that the Master Plan would serve as Local Coastal Program for the Village Area segment and a portion of the Mello II segment of the Coastal Zone; noted that the appendix contains a list of Village and Barrio historic resources.</p>

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Chapter 1 – Background			
4	Introduction <ul style="list-style-type: none"> 1.1 (A.) 	<ul style="list-style-type: none"> 1.2 	Clarified that minor adjustments to Village and Barrio Master Plan boundary were made to reflect land use and zoning changes approved as part of the General Plan Update in September 2015.
Chapter 2 – Vision			
5	Create Great Streets <ul style="list-style-type: none"> 2.1.5 (II.A.3) 	<ul style="list-style-type: none"> 2.3 	Changed “complete streets” to “ livable streets ” to match the term used in the General Plan .
6	Village and Barrio 5-minute Walk Map <ul style="list-style-type: none"> Figure 2.1 (Figure 2.2) 	<ul style="list-style-type: none"> 2.3 	Revised map to show center points to walking radii; changed “proposed” to “future” for buildings; added “future civic buildings;” added existing and future green space.
7	Illustrative Plan <ul style="list-style-type: none"> 2.2 (II.B and II.C) Continued on next page	<ul style="list-style-type: none"> 2.4-2.7 Continued on next page	Revised introductory paragraph to clarify future buildings shown are meant to help convey the master plan’s emphasis on street-oriented structures rather than define construction that will occur. Revised Key Village Recommendations: for “c,” deleted “excess” to describe parking at Village entry points; added “trolleys” as a local circulator example; added “q,” a new

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	Illustrative Plan <ul style="list-style-type: none"> 2.2 (II.B and II.C) 	<ul style="list-style-type: none"> 2.4-2.7 	<p>pedestrian connection between Madison and Roosevelt Streets;</p> <p>Revised Village Illustrative Plan (Figure 2.2): Added “future civic buildings” and “parking facilities” to legend (shown on map in red); deleted boundary line between Village and Barrio; added “d” to indicate potential for parking on city-owned property along State Street, south of Carlsbad Village Drive; added “q” for new pedestrian connection between Madison and Roosevelt Streets; added “k,” about beach access points, along Ocean Street.</p> <p>Revised Barrio Illustrative Plan (Figure 2.3): Revised legend as described for Village Illustrative Plan and deleted boundary line between Village and Barrio.</p>
Section 2.4 – Create Magnetic Public Spaces			
8	Public Art <ul style="list-style-type: none"> Section 2.4.1 (II.D.2) 	<ul style="list-style-type: none"> 2.11 	<p>Moved discussion to be a component of “create magnetic public spaces;” provided expanded discussion about public art’s role and potential significance; added reference to city’s Public Art Vision Plan.</p>
9	City Owned Parcel <ul style="list-style-type: none"> 2.4.2 (II.E.1) 	<ul style="list-style-type: none"> 2.12 	<p>Provided more specific location information in the text and for graphics; clarified property ownership; noted parking structures could be above or below ground; added reference to Master Plan Figure 2.22, which provides more detail about a parking structure at this proposed site.</p>

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10	Village Faire <ul style="list-style-type: none"> 2.4.3 (II.E.2) 	<ul style="list-style-type: none"> 2.14-2.15 	Revised “tomorrow” graphic to include existing rotunda (octagonal portion) of the Twin Inns building.
11	Village Train Station and NCTD Property <ul style="list-style-type: none"> 2.4.4 (II.E.2) 	<ul style="list-style-type: none"> 2.16 	Added concept of a “mobility hub” (see related definition, “mobility support services,” page 6.30 of April 2016 draft) to support people arriving to or leaving from the train station by means other than private car; recommended a street connection to Beech Avenue west of the railroad tracks.
12	Harding Street Center <ul style="list-style-type: none"> 2.4.5 (II.E.4) 	<ul style="list-style-type: none"> 2.18 	Encouraged an increase of public parking as part of any new city community center.
13	Barrio Edge Development <ul style="list-style-type: none"> n/a (II.E.6) 	<ul style="list-style-type: none"> n/a (2.19) 	Deleted text and graphic regarding development of property between Magnolia Avenue and Carol Place and west of Interstate 5 (site of proposed Pacific Wind project).
14	Village Central Green <ul style="list-style-type: none"> 2.4.7 (II.E.7) 	<ul style="list-style-type: none"> 2.19 (2.20) 	Revised text and graphic to focus the central green concept on the block between Carlsbad Village Drive and Grand Avenue; expanded discussion about the potential benefits of the central green; added clarification that development of the railroad corridor would require partnership with North County Transit District (NCTD).

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15	Lincoln Plaza <ul style="list-style-type: none"> 2.4.8 (II.E.8) 	<ul style="list-style-type: none"> 2.20 (2.21) 	Noted that a Lincoln Street plaza proposal would need to consider both the parking and driveway access that this portion of street presently provides.
16	Ocean Street Café Pavilion <ul style="list-style-type: none"> n/a (II.E.9) 	<ul style="list-style-type: none"> n/a (2.22) 	Discussion and graphic deleted.
17	Curb Cafes <ul style="list-style-type: none"> 2.4.9 (n/a) 	<ul style="list-style-type: none"> 2.20 (n/a) 	Added new discussion to note curb cafes are an integral part of creating magnetic public spaces; recommended the basis for allowing curb cafes should be permanent but that the structures themselves should be permitted as temporary improvements only to allow for street improvements, etc., recommended expanding where curb cafes may be permitted.
Section 2.5 – Mobility Plan			
18	Maximize Connectivity <ul style="list-style-type: none"> 2.5.1.2 (II.F.4) 	<ul style="list-style-type: none"> 2.22 (2.24) 	Added text to note new connections over the railroad tracks would benefit residents living west of the tracks in the beach area as well; noted how proposed I-5 enhancements and improvements such as roundabouts and public art can be attractive “gateways” to the Village, Barrio, and beach.
19	Existing and Potential Crossings <ul style="list-style-type: none"> Figure 2.12 (Figure 2.34) 	<ul style="list-style-type: none"> 2.23 (2.25) 	Enlarged exhibit and revised to better tie in with preceding (Section 2.5.1.2) text; deleted extraneous information on parking locations and a parking circulator (trolley); added “gateway” symbols and more information on railroad crossings; added Christiansen Way as a potential railroad crossing.

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20	Develop Walkable Streets <ul style="list-style-type: none"> 2.5.1.4 (II.F.6) 	<ul style="list-style-type: none"> 2.25-2.31 (2.26-2.31) 	<p>“Design for Pedestrians First:” revised sidewalk width recommendations to match those stated in the General Plan Mobility Element; revised and provided more recommendations to improve street and intersection crossings by pedestrians.</p> <p>“Design with Proportion and Balance:” included local examples to illustrate this design principle and the recommended ratio to achieve a sense of enclosure; explained how proposed Master Plan standards enable the recommended ratio to be achieved; described how street trees can help achieve a desirable sense of enclosure.</p> <p>“Provide shade:” Combined “provide shade” and “street trees in Carlsbad” discussions from November 2015 draft; noted the Illustrative Plan (Section 2.2) identifies many new or additional street trees; added State Street as a recommended priority for street trees.</p> <p>“Provide Adequate Lighting:” Significantly revised section; emphasized importance of pedestrian-scaled lighting; expanded major objectives to include more specific location recommendations for such lighting as well as the development of a phasing plan to prioritize pedestrian lighting in the Village and Barrio, based on various factors.</p>

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21	Enhance the Bike Network <ul style="list-style-type: none"> • 2.5.1.5 • (II.F.7) 	<ul style="list-style-type: none"> • 2.31-33 • (2.32-33) 	Added definition of a “bike box;” added reference to Section A.2 in the appendix to direct the reader to more information about the bikeway plan, bikeway types, and intersection improvements; added “supporting mobility” discussion to explain improvements that could be made to help transition between different transportation modes, such as bicycle and train.
Section 2.6 – Create Great Streets			
22	Grand Avenue: The Grand Promenade <ul style="list-style-type: none"> • 2.6.1 • (II.G.1) 	<ul style="list-style-type: none"> • 2.34 	Added that consideration of the promenade’s eastern limit should be given in light of any project to extend Grand Avenue underneath I-5 and connect with streets east of the Interstate.
23	Barrio Streets <ul style="list-style-type: none"> • 2.6.4 • (II.G.4) 	<ul style="list-style-type: none"> • 2.40 	Significantly expanded discussion and added Figure 2.16 to propose intersection improvements to calm traffic and improve walking throughout the Barrio.
24	Barrio/Village Transition <ul style="list-style-type: none"> • 2.6.4.1 • (n/a) 	<ul style="list-style-type: none"> • 2.41 	Added new section to recommend bulb-outs, medians and crosswalks on Roosevelt and Madison Streets south of Carlsbad Village Drive.
25	Roosevelt Street and Walnut Avenue <ul style="list-style-type: none"> • 2.6.4.6 • (II.G.4.e) 	<ul style="list-style-type: none"> • 2.42 	Deleted text and graphics regarding redevelopment and visioning beyond the intersection of these two streets, including the notion of a public-private partnership to extend Walnut Avenue west and across the railroad tracks.

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26	Chestnut Avenue <ul style="list-style-type: none"> 2.6.4.5 (II.G.4.e) 	<ul style="list-style-type: none"> 2.42 	Added benefits of extending Chestnut Avenue across the railroad and described the street as a potential “on-street greenway” that could enhance bicycle travel.
27	Carlsbad Boulevard <ul style="list-style-type: none"> 2.6.5 (II.G.5.b) 	<ul style="list-style-type: none"> 2.46 	For segment of street south of Carlsbad Village Drive, deleted reference to adding an additional row of on-street parking on street’s east side.
Section 2.7 - Mobility Plan			
28	Short-term Strategies <ul style="list-style-type: none"> 2.7.1 (II.H.1) 	<ul style="list-style-type: none"> 2.50 	Clarified that the Planning Commission or City Council could assume the role of the Downtown Mobility Commission; added two strategies: (1) Consider options and incentives that permit on-site parking reductions and (2) Implement recommendations of the Village, Barrio and Beach Area Parking Study as approved by City Council (anticipated in 2017); deleted strategy calling for a reduction in parking standards.
29	Long-term Strategies <ul style="list-style-type: none"> 2.7.3 (II.H.2) 	<ul style="list-style-type: none"> 2.50-2.51 (2.52) 	Deleted “without the requirement to replace existing parking” from the second-listed strategy regarding implementing improvements that provide significant circulation or access benefits; amended strategy on the In Lieu Fee Parking Program to clarify that revisions should be based on the Village, Barrio and Beach Area Parking Study ; added strategies regarding avoiding negative impacts to neighborhood character and compatibility and recognizing the Village and Barrio’s unique qualities when developing parking and mobility recommendations.

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30	Existing Parking Conditions <ul style="list-style-type: none"> 2.7.3 (II.H.3) 	<ul style="list-style-type: none"> 2.51 (2.52) 	Presented data from 2015 count of Village public and private parking spaces in table form; deleted paragraphs but converted into long-term strategies the gist about Barrio parking considerations and Village parking strategies not negatively impacting residential areas.
31	Parking Surveys <ul style="list-style-type: none"> 2.7.4 (II.H.4) 	<ul style="list-style-type: none"> 2.51-2.52 (2.52) 	Replaced paragraph about Master Plan areas in which the city has not conducted parking studies and replaced it with a paragraph about the Village, Barrio and Beach Area Parking Study and its completion in 2017.
32	Managing Parking and Increasing Mobility <ul style="list-style-type: none"> 2.7.5 (II.H.5) 	<ul style="list-style-type: none"> 2.52-2.53 (2.53-2.54) 	Added as a way to relieve parking pressures “unbundling,” or separating, the cost of parking from the rent or purchase price of a residential or commercial unit; noted the Carlsbad Village Train Station could be a mobility hub location; added picture of an in-ground parking sensor.
33	Intercept Parking <ul style="list-style-type: none"> 2.7.6 (II.H.6) 	<ul style="list-style-type: none"> 2.53-2.54 (2.54) 	Referenced new Figure 2.20, Intercept Parking and Trolley Circulator Map (see below); expanded discussion about types and locations of intercept parking facilities, including in regards to beach goers, beach area street improvements, a trolley circulator, and railroad trenching.
34	Trolley Circulator <ul style="list-style-type: none"> 2.7.7 (n/a) 	<ul style="list-style-type: none"> 2.54 (n/a) 	Added new section about a trolley (fixed guideway or rubber tire vehicles) that could connect parking facilities with Village and Barrio (and potentially other) destinations and aid in implementing “park once” and “intercept” parking strategies.

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35	Parking Structures <ul style="list-style-type: none"> 2.7.8 (II.H.7) 	<ul style="list-style-type: none"> 2.54 	Noted parking structures could be built above or below grade and challenges associated with their construction; referenced existing graphic examples of above-ground structures (Figures 2.21 and 2.22)
36	Improve Beach Area Streets <ul style="list-style-type: none"> n/a (II.H.8) 	<ul style="list-style-type: none"> n/a (2.54) 	Section deleted; discussion already provided under Section 2.6.6.
37	Modifying the Parking In-Lieu Fee <ul style="list-style-type: none"> 2.7.9 (II.H.9) 	<ul style="list-style-type: none"> 2.54, 2.57 (2.56) 	Deleted “at time of General Plan adoption” form first sentence; added reference to the Village, Barrio and Beach Area Parking Study , which includes an analysis of the In-Lieu Fee Program and its expansion as proposed.
38	Intercept Parking and Trolley Circulator Map <ul style="list-style-type: none"> Figure 2.20 (Figure 2.71) 	<ul style="list-style-type: none"> 2.55 (2.51) 	Revised former Figure 2.71 to show more general versus specific locations for potential intercept parking facilities; revised trolley (formerly parking) circulator route to more broadly connect to Village and Barrio facilities or destinations.
39	Implementing the Mobility Plan <ul style="list-style-type: none"> 2.7.10 (II.H.10) 	<ul style="list-style-type: none"> 2.57-2.59 (2.56-2.57) 	Significantly expanded text and accompanying graphics to conceptually illustrate phased parking and mobility improvements that achieve Mobility Plan strategies and overall Master Plan objectives; noted graphics are generic and not Village or Barrio specific; enlarged graphics and revised captions to better describe what’s shown.

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Section 2.8 – Grow Gracefully, But Protect and Enhance Our Character			
40	Historic Preservation <ul style="list-style-type: none"> 2.8.1 (II.I.1) 	<ul style="list-style-type: none"> 2.60-2.61 (2.58) 	Significantly revised discussion to document potential and listed historic resources in the Village and Barrio; identified previous survey work conducted by the city and other background information; identified potential and listed resources in the Village and Barrio, and provided considerations for historic preservation in Master Plan area; noted the addition of new Appendix C, which lists and maps all potential and listed historic resources in the Village and Barrio; added a picture of the Gauss House, a potential historic resource.
41	Building Types <ul style="list-style-type: none"> 2.8.4 (II.I.4) 	<ul style="list-style-type: none"> 2.65 (2.63) 	Expanded section to note the pedestrian-scale and street-orientation of buildings along State Street between Grand Avenue and Carlsbad Village Drive can continue to new construction, even if buildings are a different height and style; noted that likely reuse of existing buildings will help preserve existing character and the mix of old and new buildings.
Chapter 3 – Economic Feasibility			
42	Holistically Evaluate Impact Fees in the Village and Barrio <ul style="list-style-type: none"> 3.6.3 (III.F.3) 	<ul style="list-style-type: none"> 3.9 (3.10) 	Reduced text to simply recommend evaluation of fees regardless of whether development is commercial or residential.

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Chapter 4 – Vision and Objectives			
43	Vision and Objectives <ul style="list-style-type: none"> 4.1/Table 2.1 (IV.A) 	<ul style="list-style-type: none"> 4.2-4.5 	<p>Added introductory paragraph to explain how the vision and objectives (1) relate to the four primary themes of the Master Plan and (2) can guide and direct land use and development activities.</p> <p>Substantially revised entire table; rewrote all vision statements and objectives to be in “action” form (e.g., “evaluate public infrastructure” and “ensure development complies..”) and to better relate to Master Plan contents; revised vision statements to be applicable to all projects, public and private; added objectives that encourage public art, coordination with the accepted Coastal Mobility Readiness Plan, and access within and between the plan and nearby areas, among others.</p>
Chapter 5 – Introduction and Administration of Development Standards			
44	How to Use This Code <ul style="list-style-type: none"> 5.1 (V.A) 	<ul style="list-style-type: none"> 5.2 	<p>Added sentence encouraging applicants to file preliminary reviews.</p>

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45	Regulatory Framework <ul style="list-style-type: none"> 5.2 (V.B) 	<ul style="list-style-type: none"> 5.3 	<p>Add introductory paragraph to explain Master Plan standards are supplemented by additional regulations; added to the regulations listed, such as new references to the Municipal Code, Zoning Ordinance , and stormwater regulations; added California Historical Building Code to the California Construction Codes paragraph.</p> <p>Expanded description of the Local Coastal Program to include the Mello II and Village segments; added discussion about Coastal Zone “Area of Deferred Certification.”</p>
46	Map of Master Plan with Coastal Zone and Local Coastal Program Segment Boundaries <ul style="list-style-type: none"> Figure 5.1 	<ul style="list-style-type: none"> 5.4 	<p>Revised map to show the Coastal Zone other than just within the Master Plan boundaries; indicated Area of Deferred Certification.</p>
47	Approval Process <ul style="list-style-type: none"> 5.3 (V.C) <p>Continued on next page</p>	<ul style="list-style-type: none"> 5.5-5.8 <p>Continued on next page</p>	<p>Throughout, replaced “minor review permit” and “major review permit” with “site development plan” (including minor) and “conditional use permit” (including minor) as the permits required by the Master Plan; this matches permit types in use elsewhere in Carlsbad;</p> <p>To Section 5.3.1.4, Exempt Projects, added second dwelling units to the list of projects that may be exempt</p>

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	<p>Approval Process</p> <ul style="list-style-type: none"> 5.3 (V.C) 	<ul style="list-style-type: none"> 5.5-5.8 	<p>from a discretionary permit; clarified that projects are not exempt if they have a potentially significant environmental impact, request a standards modification, or seek a discretionary parking option;</p> <p>To Section 5.3.2, Permit Types, reduced maximum project sizes that may be approved by the City Planner from 15,000 square feet to 5,000 square feet and from ten dwelling units to four dwelling units; clarified that projects subject to a conditional use permit shall be those as identified in Table 6.2, Permitted Uses, regardless of size;</p> <p>In Section 5.3.2.4, Coastal Development Permit, acknowledged permitting authority of Coastal Commission in the Area of Deferred Certification;</p> <p>In Section 5.3.3, Authority for Approval, clarified the permitting authority of the City Planner, Planning Commission, and City Council;</p> <p>Added new sections on Permit Extensions (5.3.4) and Consolidation of Permits (5.3.5).</p>

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Chapter 6 – Development Standards			
Section 6.1 – Universal Standards			
48	Residential Density <ul style="list-style-type: none"> 6.1.3, Figure 6.1 (VI.A.3, VI.C) 	<ul style="list-style-type: none"> 6.3, 6.4 (6.5, 6.26) 	Revised section significantly, based largely on existing General Plan , Zoning Ordinance , and Village Master Plan and Design Manual provisions, such as: (1) added new Table 6.1 – “Residential Density Standards” (note: Density Areas four and five should be reversed in the next draft to match new Figure 6.1); (2) added minimum density calculations for mixed use projects; (3) clarified and added standards for project densities above and below density ranges and Growth Management Control Points, and; (4) revised and relocated former Figure 6.26, “Permitted Density Map,” to be new Figure 6.1.
49	Excess Dwelling Unit Bank <ul style="list-style-type: none"> 6.1.4 (VI.A.4) 	<ul style="list-style-type: none"> 6.3, 6.4 (6.5) 	Clarified application of the Excess Dwelling Unit Bank based on transect district.
50	Rail Corridor Development <ul style="list-style-type: none"> 6.1.7 (VI.A.7) 	<ul style="list-style-type: none"> 6.5 	Add reference to Section 6.2.2 for details regarding development in the railroad corridor.
51	Building Coverage, Height and Setbacks <ul style="list-style-type: none"> 6.1.9 (VI.A.9) 	<ul style="list-style-type: none"> 6.5 (6.6) 	Added clarification that these standards, in combination, are intended to guide bulk and mass of buildings, as well as relative intensity of land uses.

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52	Walls, Fences, and Hedges <ul style="list-style-type: none"> 6.1.10 (n/a) 	<ul style="list-style-type: none"> 6.5 (n/a) 	Added new section based on information formerly in the Design Guidelines (see VII.C.1.a-c) and based on standards in the Zoning Ordinance .
53	Encroachments <ul style="list-style-type: none"> 6.1.11 (n/a) 	<ul style="list-style-type: none"> 6.5 (n/a) 	Added new section on encroachments of improvements such as stairways and decks into required yards.
54	Findings <ul style="list-style-type: none"> 6.1.12 (n/a) 	<ul style="list-style-type: none"> 6.5 (n/a) 	Added new section to note the presence and applicability of required findings for discretionary permits.
Section 6.2 - Transect District Standards			
55	Transect Districts <ul style="list-style-type: none"> 6.2.1 (VI.B.1) 	<ul style="list-style-type: none"> 6.6-6.7 (6.7) 	Revised district descriptions to more completely and accurately describe existing and proposed characteristics; acknowledged the railroad corridor in the Core and Civic Districts; also in the Civic District, acknowledged public parks and the intent of the district to permit their continued use for park and open space purposes.
56	Railroad Corridor <ul style="list-style-type: none"> 6.2.2 (n/a) 	<ul style="list-style-type: none"> 6.7 (n/a) 	Added new section on uses and development in the railroad corridor based largely on the “Transportation Corridor” text on page 52 of the existing Village Master Plan and Design Manual.

Key			
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	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	<p>The text here describes differences between the November 2015 and April 2016 drafts.</p>
57	<p>Transect District Map</p> <ul style="list-style-type: none"> Figures 6.2-6.5, and subsequent figures for revised transect districts (Figures 6.1-6.4, and subsequent figures for revised transect districts) 	<ul style="list-style-type: none"> 6.8-6.11 	<p>Figures 6.2, 6.4 (north of Oak Avenue) - Revised boundaries of the COD, CED, and GD transect districts. COD now proposed to extend: (1) along both sides of State Street for its entire length, including all of the adjacent railroad corridor; (2) between Roosevelt and Madison streets from lots fronting Grand Avenue north to roughly Beech Avenue; and (3) from Washington Street west to the Master Plan boundary, roughly between Christiansen Avenue to about one-half block north of Pine Avenue. COD was also expanded to include two lots along I-5 and the east terminus of Grand Avenue; these lots were formerly designated GD.</p> <p>Figure 6.3, 6.5 (south of Oak Avenue) – Deleted “GD” from properties west of Tyler Street and replaced it with TD; Revised transect from ND to ED for second lot west of Jefferson Street on south side of Magnolia Avenue (APN 204-280-26) consistent with other properties to the west along Magnolia Avenue.</p>
58	<p>Neighborhood District</p> <ul style="list-style-type: none"> 6.2.3 (VI.B.3) 	<ul style="list-style-type: none"> 6.12 	<p>Added lot size and dimension standards; added “minimum building frontage” requirement; under “Landscape or Hardscape” standard, added requirements for some driveways to count toward standard; under Figure 6.6, clarified that maximum 6,200 square foot building limitation is “gross floor area.”</p>

Key			
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59	Edge District <ul style="list-style-type: none"> 6.2.4 (VI.B.4) 	<ul style="list-style-type: none"> 6.14 	Revised intent statement to match ED description in Section 6.2.1; under “Landscape or Hardscape” standard, replaced “amenities on the upper decks of parking structures” with “other landscape-like amenities” as examples of features that count toward standard; added lot size and dimension standards.
60	Tyler-Roosevelt District <ul style="list-style-type: none"> 6.2.5 (VI.B.5) 	<ul style="list-style-type: none"> 6.16 	Revised intent statement to match TD description in Section 6.2.1; under “Landscape or Hardscape” standard, replaced “amenities on the upper decks of parking structures” with “other landscape-like amenities” as examples of features that count toward landscape standard; under the building diagram, clarified that commercial ceiling height minimum is to <u>finished</u> ceiling height.
61	General District <ul style="list-style-type: none"> 6.2.6 17(VI.B.6) 	<ul style="list-style-type: none"> 6.18 	Revised intent statement to match GD description in Section 6.2.1, including clarification that the GD includes commercial properties at the southeast corner of Jefferson Street and Tamarack Avenue; under “Landscape or Hardscape” standard, replaced “amenities on the upper decks of parking structures” with “other landscape-like amenities” as examples of features that count toward landscape standard; added setback statement for lots along Buena Vista Lagoon (note: as no lots in the GD front the lagoon, this will be revised); under the building diagram, clarified that commercial ceiling height minimum is to <u>finished</u> ceiling height.

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62	Center District <ul style="list-style-type: none"> 6.2.7 (VI.B.7) 	<ul style="list-style-type: none"> 6.20 	Revised intent statement to match CED description in Section 6.2.1, including new discussion about existing uses, and influence of the adjacent beach; deleted “Permitted Encroachments” standard; under “Landscape or Hardscape” standard, replaced “amenities on the upper decks of parking structures” with “other landscape-like amenities” as examples of features that count toward standard; under the building diagram, clarified that commercial ceiling height minimum is to <u>finished</u> ceiling height; for mixed use dwelling projects, raised building height maximum from 45’ to 55’ to accommodate pitched roofs and clarified the any height above 45’ could not be habitable space.
63	Core District <ul style="list-style-type: none"> 6.28 (VI.B.8) 	<ul style="list-style-type: none"> 6.22 	<p>Revised intent statement to match COD description in Section 6.2.1, including that the COD includes a portion of the railroad corridor; deleted “Permitted Encroachments” standard; under “Landscape or Hardscape” standard, replaced “amenities on the upper decks of parking structures” with “other landscape-like amenities” as examples of features that count toward standard;</p> <p>Under the building diagram, clarified that commercial ceiling height minimum is to <u>finished</u> ceiling height; for mixed use dwelling projects, raised building height maximum from 45’ to 55’ to accommodate pitched roofs and clarified the any height above 45’ could not be habitable space; added “Railroad Corridor” standard to reference relevant requirements.</p>

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	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	The text here describes differences between the November 2015 and April 2016 drafts.
64	Civic District <ul style="list-style-type: none"> 6.2.9 (VI.B.9) 	<ul style="list-style-type: none"> 6.24 	Revised intent statement to match CD description in Section 6.2.1, including that the COD includes a portion of the railroad corridor as well as city parks; added “Railroad Corridor” standard to reference relevant requirements.
Section 6.3 – Permitted Uses			
65	Permitted Uses <ul style="list-style-type: none"> 6.3 (VI.D) 	<ul style="list-style-type: none"> 6.26 (6.27) 	Noted permitted uses are those consistent with the characteristics and intent of each transect district; updated permit references to site development plan and conditional use permit; added “railroad corridor uses.”
66	Permitted Uses <ul style="list-style-type: none"> Table 6.2 (VI.D.1) 	<ul style="list-style-type: none"> 6.27 (6.28) 	<p>Revised table substantially by revising many terms to be consistent with the Zoning Ordinance; adding new uses to each land use category, including supportive housing, brewery/distillery/winery, mobility support services, and light industrial; added “drive-thru facility” as a conditionally permitted use in limited parts of two districts; expanded types of restaurants;</p> <p>Deleted “other: civil support” category and permitted or conditionally permitted its uses elsewhere in the table; deleted “live-work unit;” clarified level of review for conditional uses; added “railroad corridor” uses.</p>
67	Definitions <ul style="list-style-type: none"> 6.3.1 (VI.D.2) 	<ul style="list-style-type: none"> 6.28 (6.29) 	“Permitted Uses Definitions” replaced with “Individual Land Use Definitions;” subsequent definitions reorganized and greatly expanded to read more logically and to better correspond with uses listed in Table 6.2 (many definitions based on Zoning Ordinance definitions).

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	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	The text here describes differences between the November 2015 and April 2016 drafts.
68	Use Standards <ul style="list-style-type: none"> 6.3.2 (VI.E) 	<ul style="list-style-type: none"> 6.32 (6.31) 	Revised introductory paragraph to better clarify purpose and application of the use standards; removed definitions; eliminated, in many cases, findings or modified them to be criteria under “location and development criteria;” eliminated some uses listed and added others.
Section 6.4 – Parking Standards			
69	Intent <ul style="list-style-type: none"> 6.4.1 (VI.F) 	<ul style="list-style-type: none"> 6.42 	Added “intent” heading to opening paragraphs and revised content to more closely align with Mobility Plan, Section 2.7; added information about minimum parking requirements from now deleted section VI.F.1.
70	General requirements <ul style="list-style-type: none"> 6.4.2 (VI.G.1) 	<ul style="list-style-type: none"> 6.42 (6.43) 	Added applicability of Carlsbad Municipal Code for matters not addressed in the master plan; expanded definition of “net square footage;” clarified that development “may” versus “shall” be allowed to use creative parking alternatives such as parking lifts; added a rounding rule for fractional parking space requirements.
71	Parking ratios <ul style="list-style-type: none"> Table 6.3 (VI.G.1) Continued on next page	<ul style="list-style-type: none"> 6.43 - 6.44 Continued on next page	Reorganized table to be more consistent with organization and contents of Table 6.2, Permitted Uses; Added parking ratios for mixed use dwelling, second dwelling unit, timeshares, medical office, furniture and appliance sales, distillery, delicatessen, limited take out service restaurant, theater, athletic and health clubs, gymnasiums and physical conditioning businesses, and educational facilities, other.

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	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	<p>The text here describes differences between the November 2015 and April 2016 drafts.</p>
	<p>Parking ratios</p> <ul style="list-style-type: none"> Table 6.3 (VI.G.1) <p>Continued on next page</p>	<ul style="list-style-type: none"> 6.43 – 6.44 <p>Continued on next page</p>	<p>Deleted parking ratios for quick stop food, coffee house, tea room, self-service restaurant, and take-out food establishment; the parking ratio for these was 1 space per 200 sf of net floor space; generally, these uses have been replaced by the use “limited take out service restaurant,” which has smaller parking ratio of 1 space per 250 sf of net floor space.</p> <p>Revised parking ratios or standards as follows:</p> <ul style="list-style-type: none"> One and two family dwellings: Added standard that spaces are to be garaged. Multi-family dwellings: <ul style="list-style-type: none"> For condominiums only, added standard that at least one space must be covered. Added visitor parking standard for ND and ED districts only. Restaurants (with or without entertainment), increased parking ratio from one space per 400 square feet (“sf”) of net floor space (restaurants under 4,000 sf) and from one space per 150 sf of net floor space (restaurants more than 4,000 sf) to one space per 125 sf of net floor space with no size distinction. Bar and cocktail lounge: Decreased ratio from one space per 100 sf of net floor space to one space per 125 sf of net floor space.

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	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	<p>The text here describes differences between the November 2015 and April 2016 drafts.</p>
	Parking ratios <ul style="list-style-type: none"> Table 6.3 (VI.G.1) 	<ul style="list-style-type: none"> 6.43 – 6.44 	<ul style="list-style-type: none"> Outdoor café (on private property): Increased ratio from one space per 400 sf of net floor space to one space per 125 sf of net floor space for outdoor seating area which exceeds amount of indoor seating. Brewery/Distillery/Winery: If incidental to a restaurant, decreased parking ratio from one space per 300 sf of net floor space to one space per 350 sf of net floor space; if not incidental (stand-alone operation), decreased parking ratio from one space 300 sf of net floor space to one space per 350 sf of net floor space for uses (e.g., storage, sales) other than the tasting room (standard applicable to the tasting room did not change). Added “theater” to “cinema” parking standard; for both uses, added parking ratio based on assembly area, not just seats so that the ratio with added wording (<u>underlined</u>) reads one space per each five seats <u>or one space per 100 sf of assembly area, whichever is greater</u>. Deleted “sports entertainment uses” and their corresponding parking ratios.

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72	Parking Options <ul style="list-style-type: none"> 6.4.4 (VI.G.2) 	<ul style="list-style-type: none"> 6.45 	<p>Added clarification that a request for a parking option shall be made at the time of discretionary permit application;</p> <p>Deleted five parking options identified in the Nov. 2015 draft as option 3 (on-street parking), option 4 (mixed-use parking reduction), 5 (transit parking reduction), 6 (public parking supply reduction) and 7 (reductions based on Coastal Mobility Readiness Plan and detailed parking study);</p> <p>Retained three parking options identified in the Nov. 2015 draft as option 1 (off-site/joint use), with added clarification that it does not apply to non-residential uses, does not apply in the ND and ED transect districts, and must comply with Zoning Ordinance provisions; option 2 (In-Lieu Parking Fee), with further clarification that it applies only to non-residential uses; and option 4 (parking reductions for affordable housing).</p>
73	Parking In-lieu Free Program <ul style="list-style-type: none"> 6.4.5 (VI.G.3) 	<ul style="list-style-type: none"> 6.45-46 (6.45) 	<p>Clarified that the in-lieu fee program is available only for non-residential uses.</p>
74	Parking Zones <ul style="list-style-type: none"> 6.4.6 (VI.G.4) 	<ul style="list-style-type: none"> 6.46 	<p>Under each zone description, clarified in-lieu fee payment is only available to non-residential uses; for Parking Zone 2, clarified that development proposals not within a quarter-mile (versus 600 feet as stated in the November 2015 draft) of an existing public parking facility or one to</p>

Key			
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	<ul style="list-style-type: none"> Apr. 2016 section number (Nov. 2015 section number) 	<ul style="list-style-type: none"> Apr. 2016 page number (Nov. 2015 page number, only if different) 	The text here describes differences between the November 2015 and April 2016 drafts.
			be built and usable within a three year period may still seek a maximum 25 percent reduction of on-site parking requirements.
75	Parking Zones for In-lieu Fee Parking Program	<ul style="list-style-type: none"> 6.47 (6.48) 	Revised boundary to add to Zone 1 two lots along I-5 and the east terminus of Grand Avenue; this coincides with a boundary revision to the COD district.
76	Village and Barrio Public Parking Lots Resource (Map) <ul style="list-style-type: none"> Figure 6.28 (Figures 6.28, 6.29) 	<ul style="list-style-type: none"> 6.48 (6.49-6.50) 	Combined former Figures 6.28 and 6.29.
Section 6.5 – Sign Standards			
77	Applicability <ul style="list-style-type: none"> 6.5.1 (VI.H.1) 	<ul style="list-style-type: none"> 6.49 (6.51) 	Added an overall vision statement; clarified that signs must comply with sign standards unless otherwise exempt by the Master Plan; deleted non-conforming provisions.
78	Non-conforming signs <ul style="list-style-type: none"> 6.5.2 (n/a) 	<ul style="list-style-type: none"> 6.49 (n/a) 	Added new section on non-conforming signs, which requires consistency with Municipal Code sign standards.
79	General Regulations <ul style="list-style-type: none"> 6.5.3 (VI.H.2) 	<ul style="list-style-type: none"> 6.49 (6.51) 	Streamlined regulations; revised terms to be consistent with Municipal Code sign standards; removed prohibited sign information.

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80	Definition of Terms <ul style="list-style-type: none"> 6.5.4 (VI.H.3) 	<ul style="list-style-type: none"> 6.49 (6.51) 	Eliminated plan-specific definitions and replaced with reference to Municipal Code sign standards.
81	Prohibited Signs <ul style="list-style-type: none"> 6.5.5 (n/a) 	<ul style="list-style-type: none"> 6.49 (n/a) 	Added new section.
82	Permitted Signs <ul style="list-style-type: none"> 6.5.6 – 6.5.22 (VI.H.4-19) 	<ul style="list-style-type: none"> 6.50-6.59 (6.52–6.63) 	<p>Extensively revised standards for all permitted signs to improve uniformity and readability, streamline requirements, achieve internal and external (with the Municipal Code) consistency, remove vague and unclear requirements, update and standardize terms, and specify pedestrian-orientation; clarified those signs not requiring a permit and not included in maximum sign area calculations;</p> <p>Established size limit for marquee signs; established quantity limits for some signs, such as suspended and plaque signs; separated and provided different standards for A-frame signs on public versus private property.</p>
Chapter 7 – Design Guidelines			
83	Intent <ul style="list-style-type: none"> 7.1.1 (VII.A.1) 	<ul style="list-style-type: none"> 7.2 	Added that standards address building style and orientation, among other aspects already listed, as a way to implement the intent of the Design Guidelines; added statement about the addition of suggested short term and minor enhancements, discussed in Section 7.9 on page 7.24.

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84	Style <ul style="list-style-type: none"> 7.1.2 (VII.A.2) 	<ul style="list-style-type: none"> 7.2 	Added a sentence to note the Village and Barrio contain a mix of building architecture, which is often reflective of an area developed over several decades.
85	Examples of Carlsbad character <ul style="list-style-type: none"> Figure 7.1 (n/a) 	<ul style="list-style-type: none"> 7.2-7.3 	Added pictures of Seagrove condominiums (2503 State Street) and Quonset Addition/Drummaster project (2725 State Street); deleted extra pictures of Army and Navy Academy Duffield Sports Complex and building at and near Caldo Pomodoro Restaurant (2907 State Street).
86	Architectural Styles <ul style="list-style-type: none"> 7.2 (VII.B) 	<ul style="list-style-type: none"> 7.4 	Added introductory paragraphs.
87	Street and Pedestrian-oriented Buildings <ul style="list-style-type: none"> 7.3 (VII.B.5) 	<ul style="list-style-type: none"> 7.8 	Revised title and made it a separate section from that on architectural styles; called out elements illustrated in accompanying Figure 7.6, such as wide sidewalks and bicycle racks, to emphasize a building's pedestrian and street orientation.
88	Site Planning <ul style="list-style-type: none"> 7.4 (VII.C) Continued on next page	<ul style="list-style-type: none"> 7.9 Continued on next page	Added paragraph to encourage early site planning; included text to emphasize use of area-appropriate plants; deleted height maximums for fences, walls, and hedges and added them as standards in new Section 6.1.10; revised Section 7.3.2 (mechanical equipment and services areas, former Section VII.C.2) to encourage placement of utility equipment away from sidewalks and pedestrian areas;

Key			
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	Site Planning <ul style="list-style-type: none"> 7.4 (VII.C) 	<ul style="list-style-type: none"> 7.9 	Added new sections 7.4.1.4 (energy conservation), 7.4.1.5 (heat island effect), 7.4.4 (connectivity), 7.4.5 (compatibility), 7.4.6 (corner sites), 7.4.7 (alleys), 7.4.8 (plazas and open space), and 7.4.9 (outdoor seating); expanded Section 7.4.3 (parking and access); deleted November 2015 Section VII.C.4 (site layout).
89	Building Massing <ul style="list-style-type: none"> 7.5 (VII.D) 	<ul style="list-style-type: none"> 7.15 (7.13) 	Added guidelines to recommend placing a building's mass so it responds to its surroundings.
90	Columns <ul style="list-style-type: none"> 7.7.3 (VII.F.3) 	<ul style="list-style-type: none"> 7.8 	Clarified non- structurally supporting columns and bases may encroach in the public right of way.
91	Short-term and Minor Enhancements <ul style="list-style-type: none"> 7.9 (VI.I) 	<ul style="list-style-type: none"> 7.24 (6.6.4) 	Relocated section from Part 2 – Code; added guideline encouraging landscape and yard maintenance and vermin control.
Appendix A – Transportation			
92	Street Design <ul style="list-style-type: none"> A.1 (A) 	<ul style="list-style-type: none"> A.2 (A1.2) 	Added reference to Appendix A, Section B (Bike Network); added clarification that graphic information presented is conceptual; noted implementation of street plans will need to be considered in light of emergency vehicle needs and that other options besides those presented in the appendix may exist that implement Master Plan vision and objectives.

Key			
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93	All Street Sections <ul style="list-style-type: none"> A.1.1-A.1.6.4 (A.1-A.6) 	<ul style="list-style-type: none"> A.3-A.19 (A1.3-A1.19) 	Added the label “existing right of way” to all street sections.
94	Grand Avenue <ul style="list-style-type: none"> A.1.2 (A.2) 	<ul style="list-style-type: none"> A.4 (A1.4) 	Deleted traffic volume figures (vehicles per day) and replaced them with more generic description; discussed potential advantage for locating promenade on south side of Grand Avenue; added clarification the that extent of the promenade should be considered if Grand Avenue is extended underneath I-5.
95	State Street <ul style="list-style-type: none"> A.1.3 (A.3) 	<ul style="list-style-type: none"> A.6 (A1.6) 	Reformatted text so street sections options are clearly identified and described.
96	Barrio Streets <ul style="list-style-type: none"> A.1.4 (A.4) 	<ul style="list-style-type: none"> A.9 – A.11 (A1.9–A.11) 	Clarified that the proposed Harding Street section (page A.10) shows a two-way bike on the west side of the street; deleted Oak Avenue street sections.
97	Carlsbad Boulevard <ul style="list-style-type: none"> A.1.5 (A.5) 	<ul style="list-style-type: none"> A.12 (A1.12) 	Revised introduction to note change in Village land use “feel” from the east to the west side of the boulevard and highlighted curb to curb distance reduction shown in proposed street sections.
98	West of Carlsbad Boulevard <ul style="list-style-type: none"> A.1.6 (A.6) 	<ul style="list-style-type: none"> A.14-A.19 (A1.14-A1.19) 	A.1.6.1 (Carlsbad Village Drive): Added importance of keeping on-street parking and noted current use of painted median by delivery vehicles; Stressed enhancing this portion of street aesthetically, similar to Grand Avenue to the west; right of way width on related street sections (page A15) reduced from 87 to 80 feet.

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	West of Carlsbad Boulevard <ul style="list-style-type: none"> A.1.6 (A.6) 	<ul style="list-style-type: none"> A.14-A.19 (A1.14-A1.19) 	<p>A.1.6.3 (Other Streets): Added that any street improvements as shown need to be considered in light of emergency vehicle needs;</p> <p>A.1.6.1.4 (Ocean Street): Revised options 2 and 3 text to note proposed one-way direction of travel could be north or south; made other text revisions to match changes to the Ocean Street sections shown on page A.19, including clarification of a proposed joint bike/pedestrian facility for Option 2; for Option 3, added clarifying text to note the presence of parking lanes on both sides of the street.</p>
99	Bike Network <ul style="list-style-type: none"> A.2 (I.B) 	<ul style="list-style-type: none"> A.20-A.24 (A1.20-A1.23) 	Enlarged existing and proposed bikeway type maps to improve readability; added local examples of bicycle facilities discussed in the plan, such as “sharrows” and “buffered bike lanes;” added discussion about Chestnut Avenue as an “on-street greenway;” revised description of “enhanced bikeway;” added new section titled “Intersection Improvements.”
Appendix C – Historic Resources			
100	Historic Resources and related map <ul style="list-style-type: none"> C.1 and C.2 (n/a) 	<ul style="list-style-type: none"> C.1-C.5 (n/a) 	Added new appendix to complement Master Plan Section 2.8.